

Novelized by Thompson Buchanan From the Successful Play of the Same Name By WINCHELL SMITH, FREDERIC THOMPSON and PAUL ARMSTRONG

econd time.

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mmmmmmm (Continued.) CHAPTER XIV. THE PERILS OF THE SEA

HE steamer Mongolian was pitching, tossing, pounding along sturdily as best she could through the night. For ten hours she had fought her way up the st in the face of the worst storm

Now, off Hatteras, the danger spot in the route from Porto Rico to New York, the sturdy little liner scarcely seemed able to make any progress.
She had been forced miles off hercourse and closer in toward the dangerous reefs than her captain liked.
Mot that the liner herself was in any
grave danger, for the old Mongolian

and her experienced captain had faced too many Atlantic storms for even a big one to slarm them. The hatches had all been battened down, the paswere below, and the stanch engers were below, and the stanch teamer, stripped as much as possible, lowly rising to each attack of the aves, drove on with all the power of engines under the storm.

p in the little wireless room, the st point on the ship, Harling, the rator, clung to his berth and s his second trip to sea and his t big storm, so no wonder the young and just the faintest fear for the

ery officer and man connected ith the liner was on post, waiting xiously for whatever might happen. ey had little fears for the stanch colian, but there were many ships sturdy in those waters, and on h a night, with the vessel out of course, there was no telling what ht occur. The captain's last in-ction had been to look out for

Most of the vessels of any size In these waters carried wireless outfits, and in case of trouble they would be re at once to send out broadcast seir appeals for help. Little could be one in any case, but at least the Monolian could stand by to help as much a site could or, if absolutely necestical advantage of the warnings

as she could of, if absolutely neces-sary, take advantage of the warnings to keep clear of wrecks.

For hours the pitching of the ship, timed irregularly to the roaring drive of the storm, had held the wireless man fast at his post. It was now past midnight and with little chance of nent before dawn.

Harling's nerves were on edge as he clang to his berth, wide eyed, alert, waiting, listening to the faintest click that might be the forerunner to tell of disaster and death. Half a dozen times his strained nerves had brought him gling from his berth to receive a message, only to find his imag-on had been playing tricks with

Suddenly there came from the inment clicks so sharp, so distinct low sprang from the berth and stum-bled to the table, sure now that at last ething was coming.

Again the instrument clicked wildly. To the ears of the strained operator it prought a chill, for he knew it was the sending of some one wild with fear. Anxiously, impatiently, he lis-tened. At first he could make out

"They're crazy!" he exclaimed to mself. "What's the matter with them? They're crazy!"

them? They're crazy!"
The wild rattle of the receiver stopped, and Harling selzed his own key.
"What's wrong? Don't be a fool.
Reep your nerves. Send sense."
The touch of the key had brought him thoroughly to himself. His nerve tightened and his head grew cool as he

drove his message fiercely out into the

He paused, listening eagerly, and gain the receiver began to click, al-lost as wildly, as insanely, as before. Only the skilled operator could make out "C-Q-D." "A distress signal!" he gasped. "It's

Again the Mongolian's wireless oper-

ator seized his key and drove out his answer into the night.

As he waited he seized the telephone connected direct with the cap-

tain's stateroom. "Captain, have just received a dis-tress signal?" he shouted. "Have sent

them our position in course, but the fool seemed to have lost his nerve. Have not been able to get anything

The answer of the captain came "Make him tell where he is and who

he is at once. I'll be with you."

The receiver had begun to click ain wildly, and Harling, gripping the ble to keep himself steady, listened ith disgust, for the sending now was at of a man absolutely insane from

"Help! Help! For God's sake help was all the receiver clicked. At last it stopped a moment, and

Mongolian operator managed to end name and position," he pound-

"Send name and position," he pound-if fiercely. "Send position. Keep erve. Send position." He stopped, grasping the table and alting anxiously.

"M-o-n-g-o-l-i-a-n!" the receiver clickwildly. "The fool!" gasped Harling. "The lrty coward! Sending that way at ach a time!"

He seized the key and drove out

ercely his command:
"Send position."
For reply the receiver clicked back

e rattled way:

"Yacht Irvessa breaking upon reef.
or God's sake help us! Will pay any
ward if you will save us at once!
elp us quick, for God's sake!" The rage of the operator had risen. he thought of lives resting on the work of the coward was awful,

that way?" And then his own message volleyed out into the night: "What reef? Send position Quick!" In panicky clicks the answer came

"The fool!" he gasped. "If he's

breaking up, why is he wasting time

back. It was the same idiotic raving of a fear crazed man. "I'll reward you. I am E. H. Pinckney and rich. Have thirty on board.

Will reward handsomely." Again Harling drove out the short demand for the position of the wrecked yacht. Then, as he waited for reply, he selzed the captain's telephone a

"It's the yacht Irvessa, captain. She reports going to pieces. There's a frightened fool at the key-E. H. Pinckney. Can't even get his position, I'm doing my best, sir, but Pinckney's lost his nerve completely. If they had man at the key we might get some

He hung up the phone to listen in disgust and despair to Pinckney's ravings driven out through the storm. There was no chance for Harling to send. The man at the Irvessa key kept pounding, with no sense to his sages. As the Mongolian operator waited for a break to cut in the captain, driven by the force of the wind, fairly burst into the little wireless

"Well," he snapped, "what is it now? Have you got the position of the Ir-

Harling shook his head in disgust. "I can hardly make out what he says, captain. His sending is awful. He's a good operator, too, I believe, only he's lost his nerve completely. But as nearly as I can make out"-he listened a moment anxiously-"it's a little better now. He says Irvessa, bound for New York from Porto Rico, struck reef two hours ago. Don't know where.'

"Yes, yes, I understand," broke in the captain impatiently. "But can't he give us any idea of his course? Can-



of cheer.

dada reef is the only charted reef within 200 miles of our present position. Could you send 200 miles tonight?"

Harling shook his head. "I don't think we could, sir. And 200 miles for a yacht would be impossible. Wait a minute."

He sprang to the key again and with firm, emphatic strokes drove an imperative message.
"What's that?" asked the captain.

"I asked for his radius of communication-how far he could send," explained Harling. He waited a moment,

and then the receiver began again its nervous, frightened clicking. The face of the listening operator brightened.

"Sixty miles," he exclaimed, translating the clicks. "Why, we must be within forty miles to get him at all tonight. But we are going toward him. We might now be within thirty

The captain shook his head. "Yes, but where?" he said. "It may be in any position. Anywhere within a forty mile reach, ahead or on either beam, and tonight we can scarcely see a quarter mile with the search-

light. Again the receiver began a wild tattoo. The light went out of Harling's face as he listened. Then he turned almost piteously to the captain. "He says they're breaking up, sir.

For God's sake"-The clicking stopped suddenly. The two men in the wireless room looked at each other, and slowly each saw the horror grow in the eyes of the other. They waited with blanched faces. The receiver stayed still.

"They're gone," said the captain sorly at last, and outside the wirelest room the wind rosred triumphantly, while the big waves pitched the ship about in the teeth of the gale.

Harling dropped back into a chair. "Gone!" he muttered stupidly. "Gone!" And then, to his plain imagination, there came the picture of the yacht breaking up and the thirty going down to death in the sea. Perhaps they might be closer; they might be almost on them. Perhaps there was still time. And then the thought, "Suppose there are women, too, on board," came to the young operator.

Harling sprang to his feet. "No, no!" he yelled loud above the storm. "They shan't be gone! We will save them!"

He sprang to the key and desperately, rebelliously, volleyed out into the night a message of cheer and hope. "We're coming. We'll save you yet. Where are you? Hang on!"
The captain laid his hand gently on
the young fellow's shoulder.

"It's no use, I fear, boy," he said oftly. "They are gone. That's the way it is at sea. You've done all you could, boy. Make a full report and transcription for me. If you should get

another call send for me at once.' Turning, the old seaman opened the door of the wireless room to fight his way along the deck to the lookout's position. Inside the room young Harling dropped into a chair before his instrument and, bending over, buried his head in his hand.

Suddenly he sat up straight, tense in every nerve and muscle. What was that? Was it his imagination playing tricks again? No. He could not be mistaken. There it was again. He looked, listened, then sprang to his feet, with a shrick of joy, for the

again slowly, as though tired, to click.

"A-A-A-A." He read it off aloud, with regret. "Just some battleship," he said bitterly to himself. "That's the navy

call." Next his face lighted, and he laughed aloud hysterically, for it was the navy call, but it came from the Irvessa. Im patiently the operator seized the tele-

"Captain, captain," he shrieked, "I've got the Irvessa again, sir! Not Pinckthis time. There's a man at the key. We can get something from this He can't send much, but he's all one. there with his nerve."

He dropped he telephone again the receiver bean to click:

"Yacht Irvessa aground on reef. Position unknown, but within thirty miles of you getting this message. To indicate relative position storm center now passing directly northeast of us. Heav lest lightning northeast by east. Can you make out our position?" The captain had re-entered the

less room by the time the message was delivered. "Tell him." exclaimed the officer 'we can make out his probable post-We are steering southwest by west to find him. Ask him how long

he can last." The answer to the message cam back slowly, with every dot and dash absolutely distinct:

"Half an hour."

receiver slowly but steadily clicked out guiding news. "We have two boats. Both boats left

the face of the old seaman. "Then that fellow must have stayed behind to guide us and save the peop in the boat," he exclaimed. "Ask him

now many are with him." Harling translated the quick answer: "One. He is below. Stayed with me to run dynamo. We can give directions as long as hold together. That last lightning flash due north."

"Well, he's got his nerve, all right," exclaimed the officer, with admiration. "We've got to save that fellow." The receiver was still pounding

away: "Both boats got away safely. Pinckney, Mrs. Durant, in first; also Miss Durant, I believe. Make every fort to save them." The skilled operator quickly cut off

part of the current, but the message continued uninterrupted. Harling aughed joyously.

To be Continued.)

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"East by north," the receiver clicked back.

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FOR WASHINGTON, via Harima River—\*12:80 (daily) A. M.; \*1:18 P. M. P. M. FOR NEW HAVEN—\*12:32, \*1:41. 6:50, 7:56, \*9:21, 9:25, \*10:44, \*11:32. A. M. — 12:16, \*12:30, 1:50, \*2:20, \*s2:23, 8:29, 3:46, \*4:25, 4:57, 5:37, 26:01, \*6:32, 7:01, \*7:32, \*9:39, †11:52. P.M. SUNDAYS—\*12:32, \*1:41, 8:13. 9:43, \*10:48, \*11:33 A. M. \*3:29, \*4:25, \*6:32, 7:18, \*7:32, 8:47, \*10:02. P. M. SUNDAYS—\*12:32, 8:47, \*10:02. P. M. SUNDAYS—\*1

FOR BOSTON, via Hartford and Willimantio-9:21 A. M.-93:29 P. M.
FOR WINSTED and Intermediate
Stations—5:00, 7:00, 9:35 †11:40 A.M.
—2:35, \*5:51, 7:40 P. M.—SUNDAYS
—8:30 A. M.—6:45 P. M.
FOR WATERBURY, ANSONIA,
DERBY and Intermediate Station—
5:00, 7:00, 8:00, 9:35, 11:40 A. M.—
2:35, †6:54, 7:40 P. M.—SUNDAYS
8:30, 10:50 A. M.—6:45, 8:50 P. M.
FOR GT. BARRINGTON, LENOX,
PITTSFEELD, ETC.—7:00, 9:50 A. M.—
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